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SUBJECT Changes in the Polish Merchant Shipping Program

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NO. OF ENCLS.  
(LISTED BELOW)SUPPLEMENT TO  
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1. According to information obtained [REDACTED] the Polish shipbuilding program as laid down in the six-year plan is menaced because of the increasing logistical difficulties. 25X1
2. On 18 August 1951, the first ore-coal carrier was laid down in the shipyard of Stettin. This vessel will be larger than the ships of the Soldek type (2,005 GRT) previously built in Danzig. The construction superintendent is Biskup (fnu), a Pole; Soviet experts, however, are in charge. About 30 engineers and technical specialists came from the U.S.S.R. to Stettin. It is assumed that the ship will be taken over by the Russians after completion. (1)
3. According to statements by the Polish shipmaster Pryfer (fnu) which have been confirmed by other Polish shipmasters, the Diesel engines supplied by the ZFM Huta Zgody Firm, (formerly Eintracht-Huetten Kattowitz), are in constant need of repair. The Poles are apparently incapable of repairing these defects with the result that the two ships which are intended for the Levantine service cannot be completed.
4. The first two ships of this type were requisitioned by the Russians and are now called the Pvervij Mai and the Zaporoshe. Prior to their being taken over by the Russians, the captain's accommodation was improved and alterations were made to the bridge. (2)
5. In 1951, the following items were bought in Western Germany by the Nordkontinentale Schiffmakler GmbH (Shipbrokers' Company, Ltd.) in Hamburg in their capacity as agents of the Polish Oceanic Lines (POL): For the M.S. Elblag, a compressor and an electric motor; for the S.S. Kosciusko, a compressor and a starter, plus a 550 liter steel bottle; for the tanker M.S. Karpaty, a Diesel generator. For the latter ship an additional 74 kw generator running at 360 r.p.m. is still needed; however, it is difficult to procure this type of generator. For covering hatches, tarpaulins costing from 60,000 to 70,000 westmarks were bought; large amounts of kitchen motors and other kitchen utensils were also acquired. Draeger apparatuses costing more than 100,000 westmarks were bought from the Peter Klein firm in Cuxhaven. Each apparatus costs 800 to 900 westmarks. The apparatuses were loaded on a Polish ship in Hamburg. Their procurement took longer than a year. (3)
6. The obsolete tank steamer Tavira (8,206 GRT, built in 1921), was re-fitted by the Remontowa Obsluga Statkav (Ship Repair Company) in Gdynia: she was renamed the

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the Praca. (4) The Panamanian S.S. Navigator (7,176 GRT, built in 1943) was chartered by Czechoslovakian shippers for a voyage to Melbourne, Australia. She left Hamburg for Melbourne on 18 August 1951 with a cargo of glass-ware, crockery and household articles. (5)

7. According to statements by Capt. Rybianski (fnu), a Pole and master of the tanker M.S. Karpacz, fuel oil is taken on in Valona, Albania, instead of Constantza. The consignee of the oil is the Centrala Produktow Pednych (Fuel Oil Center) in Warsaw. The tankers had carried machinery and provisions for military units stationed in Albania. (6)
8. Capt. Ostapowicz (fnu), a Pole and master of S.S. Olsztyn, stated that on a voyage to the Levant and Albania in early 1951, his ship had carried a cargo of Czechoslovakian trucks, made by the Skoda Works. Railroad materiel including railroad tracks and similar items was also carried. On his arrival in Albania, Capt. Ostapowicz was told that his ship also carried ammunition. This statement was confirmed by the contents of a broken box. The shipowners had not furnished the shipmaster with sea charts showing the mine infested areas in the Adriatic Sea.
9. The Polish S.S. Narvik (7,031 GRT) and the S.S. Tobruk (7,048 GRT) left Gdynia for Murmansk on 24 August and 27 August 1951 respectively. (7) The S.S. Lechistan and Lewant, which are in the Levant Service, now call at Odessa. These diversions as well as the voyages from the Black Sea to India are not made for commercial reasons. The Poles are ordered by the Russians to run their ships on the prescribed routes.
10. On 8 September 1951, Wladimir Szynarowski, manager of the POL, arrived in Hamburg aboard the M.S. Mazury. He had signed on aboard this ship but could not go ashore since the British authorities refused him a shore permit. He intended to stay in Hamburg until 14 September and return to Gdynia on the M.S. Puck. Since he could not carry out his plan, he was obliged to proceed to Antwerp on M.S. Mazury. (8) The key employees of the newly established F.H. Bertling Schiffahrts-Kontor GmbH (shipping agency) in Hamburg which will serve as the POL agency had met M.S. Mazury in Kiel-Holtenau. Consul Heinemann (fnu) and Mr. Karsten, chief-clerk of the firm, were among those present. They intended to continue their negotiations with Director Szynarowski in Hamburg. The Bertling Firm was founded with the minimum capital of 25,000 westmarks, as proscribed for limited liability companies. Mr. Helmich (fnu), the shipbroker with the Nordkontinentale Firm, will probably be replaced by Mr. Berling. (9)

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Comments.

- (1) To date, only repair work was done by the Oderwerke, the only shipyard still existing in Stettin. It was reported some time ago that the construction of new ships was begun there. The fact that construction work is supervised by Russians indicates that the Polish merchant fleet will be increasingly employed in the interests of the Russians.
- (2) The Soviet ship Pyervij Mai has not been seen trading yet. The S.S. Zaporoshe passed through the Bosphorus on her voyage to Odessa on 3 July 1951.
- (3) It was not determined what kind of apparatuses made by the Draeger firm in Luebeck are referred to. This firm produces smoke protective equipment, submerged escape apparatus, oxygen breathing apparatus, and gas protective equipment.

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- (4) According to other information, the tanker Tavira left Odynia for trial runs on 13 and 14 August 1951.
  - (5) The S.S. Navigator passed the Panama Canal on 9 September 1951. It is regarded as unusual that this ship does not call at other ports in the satellite states on her voyage to Australia.
  - (6) Since early 1951, the tanker Karpaty which had been docked in Antwerp from 20 June to 10 September and the chartered tanker Maracaibo (7,000 GRT) have exclusively called at Valona, Albania. Recently the Italian tank steamer Giovi (5,117 GRT) was chartered. Up to now this ship has made two voyages from Danzig to Constantza. The tanker M.S. Karpaty left for Constantza on 26 September.   Comment: Presumably Constantza, Roumania is meant.
  - (7) S.S. Narvik arrived in Grangemouth (England) from Murmansk on 1 October 1951; the S.S. Tobruk left Murmansk for London on 1 October 1951. She took on cargo in Igarka on the Kara Sea.
  - (8) It was previously reported that Director Szynarowski went to Hamburg in the same way in August 1951. . At that time he could go as freely as the other members of the crew.
  - (9) The Poles seem to have difficulties in getting the required amount of German marks. The appointment of the firm of F.H. Bortling seems to indicate that the Polish State Shipping Company will employ only reliable agents.

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